

THE WEEKLY GAZETTE.

VOL. XX.

A DAY'S BOMBS.

A Verdict Rendered in the Aspen
Wreck Inquest.

ENGLAND AT THE WORLD'S FAIR.

A Gasometer Explodes at Rochester—The
Arrest of a Navajo Chief May Make
Trouble—A Woman at Work
on the Grade.

ASPEN, Colo., July 14.—The coroner continued the holding of the inquest over the bodies of the victims of Sunday morning's wreck at 9 o'clock this morning. At 1:30 this afternoon the jury returned a sealed verdict. It was learned from a juror that the verdict is quite lengthy. The jury found Conductor Rickard and Brazman Mahoney of engine 22 guilty of criminal carelessness, and they generic the Midland management for having the same house and other buildings in the "Y" which obstructed the view. It is expected that several arrests will be made to-night. The survivors of the wreck are keeping a long vigil.

THE CORONER'S VERDICT.

ASPEN, July 14.—The coroner's inquest over the bodies of all the victims of the Aspen Junction railroad collision, excepting Miss E. B. in and the Eliz. child, who died at Junction, Eagle county, was concluded today and the jury returned the following verdict:

STATE OF COLORADO,
COUNTY OF PITKIRK,

An inquisition, held at Aspen, in Pitkin county, on the 13th day of July, A. D. 1892, before W. W. Ellis, coroner of said county, upon the dead bodies of Frank Ellis, Mrs. E. B., Mrs. F. G. Baldwin, Mrs. A. B. Rogers and Mrs. W. L. Wimoughy, lying here dead, by the jurors whose names are hereunto subscribed, the said jurors upon their oaths to say the deceased came to their death by reason of a collision at Aspen Junction, between a high engine No. 22 and the passenger coach attached to engine No. 48 in the Midland railway company's yard, whereby the check valve on engine No. 22 was broken, permitting the steam and hot water contents of the boiler of engine No. 22 to be discharged into the compartment of the passenger coach wherein the said Frank Ellis, Mr. Ellis, Mrs. F. G. Baldwin, Mrs. A. B. Rogers and Mrs. W. L. Wimoughy were riding, and their deaths were occasioned by burning and scalding with steam and with hot water so discharged into said coach, and by the insulation of steam and that said collision was due to the criminal neglect and carelessness of C. F. Rickard, conductor, and Thomas Malone, brakeman, under whose orders said engine No. 22 was being moved. The jury further believe that the location of the tracks and buildings at Aspen Junction is such as to render the handling of trains at the point of accident dangerous to public travel unless special precautions are taken at said point to avoid accident. In testimony whereof, the said jurors have hereunto set their hands, the day and year aforesaid.

WILLIAM STONE
O. A. HOPE
S. W. DEGARDEN
EDGAR STALARD
J. D. VANNORMAN
ARTHUR MCPHERON

The four who are not dead will probably recover, excepting Thomas O. Donon, who is expected to die to-night.

England at the Fair.

LONDON, July 14.—The appointment of the secretary of arts of the British commission to represent the government at the International exposition to be held in Chicago, meets with general public approval. This action is received as evidence that the government has resolved that the exhibit of Great Britain at the fair shall be in every way worthy of the country and that any feeling which may have been entertained that the McLean law was especially directed against Eng. and Am. producers has disappeared, or at least will not be permitted to stand in the way of present encouragement to public travel unless special precautions are taken at said point to avoid accident. In testimony whereof, the said jurors have hereunto set their hands, the day and year aforesaid.

A Gasometer Explodes.

ROCHESTER, N. Y., July 14.—At exactly midnight to-night a sharp explosion, resembling an earthquake, was heard over the city. Later it was learned that the gasometer of the Rochester Gaslight company, situated on Litchfield street, had exploded. The tank was buried in fragments in several different directions. One piece struck a canon bolt named the F. C. Lager & Son, of this city, injuring the captain, whose name is unknown, and it is thought to be Mr. C. L. Lovejoy, from Brown, Garrison, who is one of the officers prominent in the engineering movement.

Jennie Cranmer's Mother Suicides.

NEW YORK, Conn., July 14.—Mrs. Christopher committed suicide at her residence in this city to-day by hanging. She was the mother of Jennie Cranmer, whose mysterious death about ten years ago attracted much public attention. It will be remembered that Water and Cannon Valley of this city were tried for the murder of Jennie Cranmer and acquitted.

Favoring Reciprocity.

OTTAWA, Ont., July 14.—A resolution in favor of unrestricted reciprocity between the United States and Canada has been adopted by the provincial legislature of Prince Edward Island.

COLORADO SPRINGS, COLORADO, SATURDAY, JULY 8, 1892.

NUMBER 29

COLORADO SPRINGS.

6,000 ft. above the Post Office
REPORT.

WATERVIEW ROUTES ESTABLISHED.

New Steamers which Must be Under
Just and American-Manned—Special
Attention Given to South Ameri-
ca—Regulations Prescribed.

WASHINGTON, July 14.—The formal notice of the post-office department inviting proposals for ocean mail contracts was issued to-day. The act of March 3, 1892, is unusual and unexpected, because the act of congress requires two advertising of the route, which must be established in time when the contract shall be made, the duration of same, the size of the steamers to be used, the number of trips each year and times of sailing, and the time when service shall commence."

The law requires the insertion of the advertisement in at least two daily newspapers of fourteen of the principal cities, and strangely enough, no appropriation has been made to pay for the advertisements, so the postmaster general is greatly circumcised in the use of an appropriation notice annually to cover the ordinary advertising of a contract to be made by a naval officer or contractor but, as far as the secretary of the navy, as far as for naval officers, the classification of vessels and instructions to bidders are not made part of the advertisement, but are printed separately and so had an application to the post-office department.

A brief synopsis is however given, which following the schedule of routes which are numerous, because of the various termini, classes of ships and ports of call.

Trans-Atlantic lines are projected to Liverpool from New York, Boston, and Southampton or Plymouth to Antwerp, from New York; also from Baltimore to Bremen. Bills are also invited for service from New York and Philadelphia to Buenos Ayres, Argentina, Brazil and Uruguay. A great deal of attention has been paid the South American trade, and lines are invited for service from New York, taking the route to Newport News or Norfolk. Similar service to Rio is offered from New Orleans and Galveston and Port Tampa (which will start from Mobile). A line is also projected from Baltimore to Para, which can be further extended along the east coast of South America if desired. A new line is proposed from Port Tampa to Venezuela, in addition to the route from New York to La Guayana. A line from Galveston to La Guayana, and to ports on the Stanislaus main, touching at Colon, connecting with the steamers at Panama on the Pacific ocean.

A line is also projected from Guayaquil to the principal ports of Central America, Nicaragua, Costa Rica, and the Republic of Honduras. Similar to the one from New York, the line from New Orleans and New York to Cuxhaven, calling at Havre and a number of ports on the coast of Mexico and a line direct from New York to La Guayana and return are proposed; also a line from New York to the eastern end of Cuba, en route at Nassau. Other service is offered for San Domingo and Santo Domingo from New York, and a line from New York to Colon, becoming a regular weekly line, with the time shortened to six days, and a line instead of eight, and after a fixed period, the time to be cut down to five days and a half.

It is desired for a quicker service between San Francisco and Panama in lighter class vessels, and a new line is offered from San Francisco to Valparaiso, Chile, connecting at Panama for the India from New Orleans to McMurdo, en route at Callao and at Auckland, New Zealand and Sydney, Australia.

There are fifty-four paragraphs covering the routes, many of them revisions of the same routes for different ports of call, classifying the vessels differently, or frequency of service, in order to get others of service in various forms than the present system, but made. The American ports from which service is proposed to San Jose, Boston, New York, Philadelphia, Baltimore, New York, New Orleans, Port Tampa, (which will start from Mobile), New Orleans, Galveston, and Port Tampa, and a line from New Orleans to Colon, to become a regular weekly line, with the time shortened to six days, and a line instead of eight, and after a fixed period, the time to be cut down to five days and a half.

It is desired for a quicker service between San Francisco and Hong Kong and a new service to Hong Kong from either Seattle or Tacoma. A line is projected from San Francisco to McMurdo, en route at Callao and at Auckland, New Zealand and Sydney, Australia.

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THE GAZETTE.

P. B. S. 153 BY

THE GAZETTE PRACTICE.

DAILY IN ADVANCE.

Per annum..... \$10.00 Six months..... \$5.00

Three months..... \$3.00 One month..... 1.00

WEEKLY IN ADVANCE.

Per annum..... \$10.00 Six months..... 7.50

Three months..... 3.00 One month..... .75

ADVERTISING.

Rates made known on application to the office.

JOB WORK.

Facilities for Print and Fancy Job Printing equal to those of any establishment west of the Mississippi river.

All persons having advertisements in the paper and desiring them discontinued will please make known the names of the persons to whom they may be properly addressed to. We cannot hold ourselves responsible for advertisements contained in the paper unless notice is thus given.

No claims are allowed against owners of the GAZETTE to offset any of our accounts.

All advertisements for the WEEKLY GAZETTE must be handed in not later than Thursday noon.

Advertising agents are respectfully notified that we do not want any advertising from them.

H. W. STEELE,
Manager of the GAZETTE.

Colorado Springs needs a board of health. Why should she not have one?

The only question which the American reporter has been unable to solve is Mr. Babine's health. It is not that he cannot find out about it; he finds out too much.

Kansas Democrats are preparing to paralyze the Alliance, but may be paralyzed themselves. Such double good fortune is a most too much to hope for.

The ranchmen along the Union Pacific road below Limon, Colo., feel very much hurt that the Denver papers have published statements to the effect that their country is over-run with grasshoppers. They deny that there are any now below Limon.

The welcome news comes that the grasshoppers now in eastern Colorado do not have red legs. Because the grasshoppers which are the real terrors and do so much damage have red legs. There are the prospects for a failure of crops next year, a Democratic victory in Kansas is not nearly as good as they were two days ago. In so important a matter it is hard to say to whom to turn. The states of Colorado and Kansas could well afford to make an official investigation of this matter. If there are any zolata grasshoppers here these states could better afford to spend several thousand dollars now in destroying them than in reckoning for their numerous progeny next year. And even the national Republican committee would find the surest way to secure Kansas' vote next year would be to keep the grasshoppers away from next summer's crops.

The advertisement of the postmaster-general calling bids for the carrying of ocean mail is the outcome of a very serious determination on the part of American merchants to take that position as a commercial nation to which their numbers, their wealth, their consuming capacity and their enterprise justly entitle them. In the years that are past the tide of national attention in other ways notably in the great civil contests and in the internal development of the country, has prevented them from giving much time or money to foreign trade. We have been content to let England and other countries do our carrying trade for us, because we had other things to occupy our thoughts more profitably. But the success which attended earlier American efforts in this direction and the success which has rewarded the tide that has been done of late years is good evidence that in the new efforts which are now to be made a fair measure of reward will be achieved. The service which the postmaster-general wishes to inaugurate is something more than a mere over-carrying scheme. It is a systematic plan for putting up American commerce and the American commercial marine. The vessels of the new navy are justly a matter of pride to every citizen, but after all, they will contribute far less to our country's greatness than the swift ships of commerce which are to be sent from our ports to carry and to bring for the profit of our merchants, our laborers, our farmers and all our citizens.

Mr. A. W. Tamm, the son of his father, opened his speech in the Democratic state convention in Cleveland yesterday with the statement that the grand old Democratic party had seen the birth, growth and death of every political organization that has ever arisen in this country. Perhaps Mr. Tamm may have known the reason for this rather remarkable fact, but at any rate he did not express it. After the articles of confederation had proved ineffective for the government of the country an attempt was made to secure a more substantial form of government. The people who opposed this were called first Anti-federalists, then Republicans, then Democrats. We admit that the Democratic party as reorganized in 1860 was the legitimate successor of the Democracy of 1800, and further that the Democratic party of 1880 is the same party as that of 1800, the reason for the continuance of the Democratic party through the successive oppositions of Federalists, Whigs, and Republicans, is to be found in the unvarying nature of its platform which in changing times and circumstances has been simply, "Let's do it!" The Democratic party has never presented a

statesman-like plan of public action. From the time when it was against the constitution to the Ohio convention of yesterday its platforms have consisted principally of a repetition of what is concerning which men are agreed, and "We are opposed to the plans of our opponents." It requires no great amount of thought or judgment to say, "Let's do it," and it is one principle which is quite as applicable now as it was nine years ago. Other parties have risen for the accomplishment of some great object, and when that was achieved or overthrown they have ceased. But the "Let's do it" Democracy has prolonged its life because it is a party which has never had a life except "for a change," which never accompanied any great national good, and never had reasonable basis for any. Such an existence is not life, and no one who was not familiar with the facts and insinuates would think of dragging about it.

The matter of securing a perfectly pure water supply for this city is now in a way to be settled permanently and satisfactorily. The committee appointed by the city council is fully competent for this matter and has been given power to call to its aid such expert counsel as may be necessary. The people of the community understand the danger and are united for its prevention, ready to sustain the committee in any action they may take. There is one matter about which has been brought up during the discussion on this point which should not be allowed to drop. Colorado Springs will not be properly safeguarded in such vital matters until we have a proper board of health. Other cities have them, and there is special need that we should too. Such a board should be entirely free from politics and should be composed of men of standing and independent wealth who will see that the regulations necessary for the public health are embodied in ordinances and carried out. It is often very difficult for a man who has been elected to a city office to enforce the execution of laws against men to whom perhaps he owes his election, on whom his political future depends or who have the advantage over him in business ways. But a board of several members of known ability and independence could enforce the laws with much less friction and difficulty. It is time for us to realize that we are to preserve the unique character of our city for healthfulness, especially precautions must be taken. The accumulation of population in any one place invariably results, if nothing is done in conditions which make migration in that place dangerous, even impossible. It is true that we have already done something—yes, a good deal—but altogether the best way and the easiest way to do this work is to do it systematically and scientifically. Very much of this work will have to be done now, and a board of health will do it more thoroughly, more cheaply, and more pleasantly than it can be done in any other way.

Among the most powerful influences which tend toward the unity of the English race on the North American continent are those great organizations which number among their members on equal footing the people of California and Quebec, British and Manitoba. The Typographical union, the Knights of Labor and other organizations of this character contribute more powerfully in building up a sentiment of union, than politicians in breaking it down. Especially conducive to the feeling of common interest are the great gatherings which are a prominent part of these organizations. The delegates from Minnesota and Ontario who attend the conventions of the Y. P. S. C. or the National Teachers' Association or the National Teachers' Association at Minneapolis or Toronto, who sit side by side in the convention, who vote for the same officers, serve on the same committees, listen to each other's speeches in the common language, finding themselves familiar with each other's thoughts, sympathizing with each other's emotions, cannot be made to believe that there is in the narrow water or narrow line which separates the territories a sufficient reason for a difference in politics. Each one of these associations is a school of union, each convention is an examination and trial in united effort, and it will soon come very naturally for both to say: "In in matters social, and religious, union is beneficial, why should we not secure the greater advantage which political union would bring?" Canada would lose no dignity in coming among the United States of North America; the other states could assume no haughtiness in receiving these northern provinces on an equal footing. The limitations of our national domain will shortly turn the attention of pioneers to the possibilities of development of the great mid-continent area across our northern border. Nothing is more unlikely than a conquest of Canada; but a union with Canada, either partial or complete, is not at all unlikely.

Mr. Walter Scott tells us that the author of "The Foremost Frenchman" was a favorite among the Highlanders. Perhaps it was this which led the "Gentleman Printer" an active benefactor of Governor Campbell, and "Chevy Jim," his equally active opponents to include in a prominent list of "Let's do it!" The Democratic party has never presented a

bold, sure, and ready course, as the nature and the Democratic conditions on convention eve, but as it was not so, what becomes of the "Let's do it?"

An incident of yesterday was just as

it was, but is really magnificient. The work has gone on quietly but now have realized how much was done accomplished and the case is since to be seen a veritable surprise to the visitors. Characteristic features of the place have a remarkable beauty and attraction to all which prove the superiority of masters in the genitures of the art. The music, furnished by the Hungarian band whose international debut was acquired during the Paris exposition of 1862, is up to the highest standard. A cuisine under the management of acknowledged chefs, is only equalled in a few places in the United States and the entertainments of the American cities. The music, however, is incomparably superior to anything else in the west, it is playing "too much." A prominent Italian physician, of world-wide experience, teaches Jan in beauty and deportment, it is superior to anything in America. It may certainly be ranked with the best casinos of either the new or old world. To plan and carry out an enterprise of this kind, in this way, to save the risk of such expenditures for establishing and maintaining such an establishment, is no small source in a high degree. No event of the year will have so much bearing on the future welfare of Colorado Springs as the opening of the Broadmoor Casino, and it is rigor and strong that there should be honor paid to the men to whom this benefit is due.

Much more injury is done by trying to suppress as much as by telling, especially when a person suppressing the truth is supposed to have an interest in it. It is foolish to think that truth can be suppressed. To suppress it at this time means not to remedy the evil. When our men of our race, prominent physicians tell us that our water supply is not polluted in great danger of, and so, when we, in the case of Frank and, back down, the injury this agitation will do to the city. The greatest injury that one can do to the city is to put an obstacle in the way of the most thorough and complete discussion of this subject, in order that the best remedy may be applied. We know that we can have pure air, pure soil, and pure water. We have not any of the three. The best friend of the city is the one who will tell us of this fact, so that we may have it. Colorado Springs within two years has grown immensely in favor among the mechanics of the country. It is only quite recently that many physicians have come to admit that the high altitude give the best results, and the resorts of the country Colorado Springs particularly. There is no reason why, with proper preparation, this city should not take its place at once as the great health resort of the world. We cannot afford to be by adverse legislation. We must make this city what it means to be clean and wholesome in regard to its water supply, air and soil.

Mr. W. W. Scott, a Frenchman, proceeded to look into the basket, and found only two. "Young," he said, "you was free fish in basket," she exclaimed. "We," he drawed, "was the reason, three, three," was the response. "I've travel round from day to day, for soils to wonder at, I've heard the village brass band play."

Ode to Ben.

Asperges has according to the canvas just filled 20,000 registered votes.

The editor of the Trinidad News is responsible for the statement that there is enough salt in the ocean to eat three and a half cucumbers.

A young Arvaca girl has recently become the expert fencer of a city. Last Monday she

spurred a white roan, and threw the

currier to the ground, breaking her arm. The girl has created a great sensation in peaceful Arvaca.

An exploring party which left this city yesterday morning, in the interest of the Colorado Grand Canon Mining and Improvement company, is enthusiastic over the prospect before them. Four of the men have been tarried at the canon before and report rich ores in sight.—Grand Junction Star.

An Empty Treasury.

An empty treasury is a very painful and forbidding aspect, but the people of Colorado are called upon to witness such an unpleasant condition in the state treasury. It is announced that the available funds have been spent out, and those dependent upon a further disbursement of cash from that source, will be under the disagreeable necessity of waiting until the revenue begins to come in from the payment of taxes, which will be two months yet.

It is a deplorable state of affairs

of affairs discreditable to the state and shows a lack of good financial management for correction in the future.

Rating Passion Strong in Death.

S. Peter-War's a bad noise inside Gabe?

Gabe? They're laughing at Barnum and Noah. Noah's mad because Barnum's clapping his show.—Denver Music and Dramatic

Forest Preservation.

Forest-commissioner Ensign has just issued the following circular that will be of interest:

Circular No. 3.

STATE OF COLORADO.

OFFICE OF FOREST COMMISSIONER.

DENVER, July 15, 1881.

In as act of congress approved March 3, 1881, entitled "An act to repeal timber culture laws and for other purposes," occurs the following passage:

Sec. 2. That the President of the

United States may from time to time

set apart and reserve, in any state or ter-

ritory, any land or lands bearing for-

ests, in any part of the public lands

which are covered with timber or

undergrowth, whether or not

the timber is of commercial value or not, as public reservations; and

the president shall, by his proclamation, declare the establishment of such

reservations and the limits thereof.

It is gratifying to note that this law

meets with almost universal approba-

tion, and public authorities, associations

and individuals are taking active mea-

sures to secure the benefit of their com-

munity.

In this connection I beg leave to sug-

gest, that in our own state, at the head-

waters of all the mountain streams, are

large tracts of public land, more of less

covered with timber or under-

growth, which are fit for agri-

culture, and

which are fit for grazing.

These lands are fit for grazing.

THE WAR BEGUN.

Ohio Democrats Begin Shooting Back
Officer.

FREE TRADE V. LEAD BULLETS.

A Bystander, Catches a Ball in the
Boulder - Anti-Campbellites Pre-
paring to Pack the Convention
- Campbell's Speech.

CLEVELAND, July 14.—Although the Democratic state convention was announced to meet on July 14, and continue in session two days, the programme provides that to-day is to be devoted to committee meetings and our demonstrations, and that the convention is not to convene in formal session until tomorrow at 10 a.m. At that time Chairman Norton of the state central committee will call the Ohio Democrats to order, deliver a brief speech of congratulation on past and future victories and introduce A. W. Burman, chairman of the Ohio factor, as the temporary chairman of the various delegations.

CLEVELAND, July 14.—The political situation to-night is to be seen as a foretaste of tomorrow the Democratic convention is likely to break out in a bloody row. With the arrival of Governor Campbell and his strong contingents from every chapter of the state and the almost simultaneous appearance of the bold anti-Campbell delegation from Hamilton county, with a small army of sympathizers at their heels, the meeting between the great majority and the small faction has been worked up to fever heat. From noon on bad-tempered discussions, fistfights and quarrels in the bar-rooms, in the hotel lobbies and at the street corners have been of momentary occurrence. The anti-Campbellites are not as numerous in numbers as their opponents, but they are gaining and gain to town, and they have stated, thousands of dollars will come with to-morrow to help to sustain Campbell in November next. The 31st of Clinton county, ex-surgeon-at-arms of the house of representatives at Washington, has a nomination a score of these offerings, and if Governor Campbell, notes the post at the election, it is common with scores of others will be richer by thousands of dollars.

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Congressman J. D. Dugan, of Jackson, takes an opposite view. "Of course the convention will take no back step upon the vital question of tariff reform," said he. "The party is progressive, not retrogressive, upon this great economic question. I anticipate, and hope, that a free silver plan will be adopted. It is the sentiment of the people and it is the prevailing opinion of the Democracy of the nation. I do not think there will be any serious opposition to the adoption of a free silver plan."

As a result of this division several informal conferences of the Democratic congressmen and other party leaders have been held. A strenuous attempt will be made to settle all differences on the financial question in the committee on resolutions and prevent the question from being debated in the convention. But this can probably only be done by the adoption of a free coinage plan, as the indications are that the free coinage men are largely in the majority.

There have been many wild wars in the lobbies to-day between the Campbellites and their opponents and in several instances the disputes were to such an extent that the admirers of the governor answered to threats of the Hamilton county delegates by defying their opposition, and declaring that Campbell could not be nominated and elected without the help of Cincinnati.

"The day has passed," angrily said a country delegate in the Cincinnati hotel. "Our ticket is to rule the Democratic party of Ohio. Our ticket will do your worst. We will elect Campbell without Hamilton county."

All these disputes are deprecated by both Campbell and Neal, but their ill-effect is noted the less felt in the party ranks.

The day was not destined to pass, however, without more disputes terminating in bloodshed. While an angry struggle was in progress this evening in front of the Plain Dealer office between Pete Johnson, a Campbellite and amateur prize-fighter, and William and James Patterson, Neal delegates, all understood to be from Cincinnati, the it was passed, and in an instant revolution was wrought. A lively fusil was followed, in which four or five shots were fired with mixed results. An innocent bystander received one of the bullets, after which the weapons were raised as clubs with a appreciable effect on the contestants. They all received numerous gashes over the head and were bleeding profusely when arrested. This unfortunate incident tended, at once to restore a more peaceful feeling on the ground. The party leaders of the factions immediately united in a vigorous protest against the faction wranglers, which have continued throughout the day, and to-night party disputes are discontinued by all, and a strong attempt is being made to restore party harmony.

The full strength of the Campbellites following was not appreciated until the governor reached the city this afternoon. His arrival at the 31st, ended the suspense of the session and Burman, chairman of the Ohio factor, of Columbus was the signal for an ovation. Cheering after cheer was given for "our next governor of Ohio," and there were loud demands for a speech. The governor mounted a table in the centre of the rotunda, and bowed his acknowledgements, but his speech was brief.

"I am glad to see you all, my friends," said he, "but I have no much of a speech to make. I prefer, however, to make one to-morrow after the nomination. Good night and good night to all."

This afternoon and evening the governor remained at his headquarters and received his friends.

"There is no doubt of my nomination on the first ballot," said he, "it is simply a question of addition, as I already have assurances from far more than enough delegates to insure my nomination. I think that the result, whatever it may be, will be accepted philosophically by all my worthy competitors and that the Democratic party of the state will represent an unbroken front to the enemy this fall. I am confident of my election."

A VITALISATION.

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The discussion of the politicians is still directed to the governorship. While Campbell's nomination on the first ballot is as reasonably certain as any future event, the Neal and Kline factions have by no means given up the contest. It is now evident that the opposition is to make it as early as possible for Governor Campbell, in the convention, whatever the result may be, as many conservative party leaders fear such strife and rancor may be engendered as to imperil the success of the ticket in the coming campaign. Col. Isaac R. H., one of the oldest and best known Democrats of the state, estimates that the first ballot will show Neal to have about 120 votes, Kline 60 and Campbell 500, thus making the governor the nominee by an overwhelming majority. The combined opposition to Neal claim that they have over 200 votes, but they insist that Campbell is claiming delegations whose only instructions for the governor consisted in a general resolution of the county convention endorsing his administration.

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A ROYAL ENTERTAINMENT.

Speeches, Music and Visits Long to be Remembered—Guests who were Present—Details of the Festivities.

A testimonial banquet was given Count James Pournies and Mr. Wm. J. Wilcox at the Broadmoor Casino Saturday night by the citizens of Colorado Springs. It was the most brilliant affair in many respects probably ever held in Colorado. The splendid surroundings, the brilliant gathering, the elegant service, the music, all attest an attraction that is second unequalled and never surpassed in the west. The banquet was given to show the appreciation of the citizens for the enterprise shown by Count Pournies and Mr. Wilcox in giving the city something that has long been needed. For years people have said, "The city needs a Casino." Visitors have exclaimed, "You have many pretty sights; we have seen them and no longer wish to remain; there is nothing to do for amusement, why don't you have casinos and places of like resort?" To supply such an insatiation meant the expenditure of large sums of money, a risk, took into the future that few capitals like to take. But the men have been found, and when the Casino was opened in its completeness the citizens were pleased. More than that they were delighted and surprised. They met more than they expected, and determined upon some testimony to show their appreciation. The testimonial took the form of the banquet given last evening. The invitations have been out for some days and read as follows:

"The honor of your presence is requested at a complimentary banquet to be given to Count James Pournies and Mr. Wm. J. Wilcox, at the Broadmoor Casino, Colorado Springs, Saturday, July 1st, at 7 o'clock p.m."

"Committee—W. S. Jackson, S. W. Steele, John Eaton, Chas. E. Nohie, Henry Leib, Wm. W. A. Bell, Irving Howbert, J. W. Barnes, E. J. Eaton, Geo. R. Buckman, E. M. Steadman, Godfrey Kissel, S. E. Sooy, Chas. S. Sprague, E. Se Combridge, Chas. L. Dutt, J. L. Scott, R. S. V. P."

It was 9 o'clock when the guests seated themselves at the banquet board. They had been arriving ever since 6 o'clock, many coming in carriages, but a majority by the electric car which had been provided for the occasion. While waiting the guests roamed about enjoying the pleasant surroundings and admiring everything about the Casino. The Hungarian orchestra rendered the most delightful music throughout the evening, and during the serving of the banquet. The banquet was served in the large dining room of the Casino. The Hungarian band rendered the following programme during the evening:

Overture—*Poet and Peasant*..... Supper Ethel Gavotte..... Fostner Selection—*Bohemian Girl*..... Balfe Serenade..... Minkowsky Violin Polonaise..... Mr. Stark Clarinet Solo..... Mr. Steffen Cornet Solo..... Mr. Logar Flute Solo..... Vardas Valse Lento and Rizzicato, from Spolia..... Delibes Gops from Offenbach Operas..... Tobiani National airs.....

Dr. S. E. Sooy, well known for his wit and bright after dinner speeches, was the toastmaster of the occasion, and presided with the dignity possible. Jokes and jests were the order of the evening. At Dr. Sooy's right were seated Count Pournies and at his left Mr. Wilcox. The tables were arranged in the form of a horse shoe in the south end of the room in the curve. At the ends were seated Hon. W. S. Jackson and Mr. Geo. R. Buckman. Seated at the table were the following gentlemen:

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A BAD WRECK.

FREIGHT TRAIN FORTY-SIX ON THE MILE AND WRECKED.

Engineer Moore and Fireman Wilson Lose their Lives—Eleven Cars Broken into Splinters—Full Particulars of the Accident.

A wreck occurred on the Mile and rail road in the pass at 11:50 o'clock yesterday morning, resulting in the loss of the lives of Engineer Morris Moore and Fireman James Wilson and damage to an engine and eleven cars. The train was composed of twelve freight cars and a caboose, and the cars were filled with iron, ore and coal. The accident occurred just at the mouth of tunnel No. 7 and the wreckage was complete. Being such a short distance from Manitou, the scene was visited yesterday by hundreds of people from this city and vicinity. Words cannot describe the scene presented, but the amateur photographer was there in large numbers and the scene will be preserved. The facts of the accident, as they can be learned out by the county coroner and the company's officers, are as follows:

Freight train No. 4, east bound, drawn by engine No. 4 and in charge of Engineer Morris Moore, Fireman John Wilson and Conductor Madison, left Cascade shortly after 10 o'clock. The rules of the road for running trains down the 3½ per cent. grade between Cascade and Manitou are the strictest in use in this country, and with the precautions taken, the heavy rolling stock, etc., such an accident as happened seems only possible from the carelessness of those in charge of the machinery. The highest number of cars that the road permits to be brought down at one time loaded is fifteen, and before leaving Cascade the engineer and conductor sign a statement that their cars are all right in every way, that they have tested the air in the brakes and other brakes and that they believe the train is in condition to attempt the grade. If the small hand brake on a car is out of order it must be cut out from the train and a rule is in force that the engineer must apply his air before crossing the road in front of the Cascade hole. A short distance below Cascade the road has placed a safety switch. This is built running on a steep grade up the mountain side and the intention is that uncontrolled cars should run up it and be stopped by the switch. At this switch is stationed a switchman, and at a signal from the engine throws air switch and allows the train to pass, otherwise it would run onto the switch. A train moving at a greater speed than twenty miles an hour are run upon the switch.

Train No. 4 was seven hours late and it is supposed the engineer was anxious to get in for the engine pulled out at a good speed. The engineer had tried his air and both he and the conductor had signed the statement that all was right. Soon after leaving the Cascade crossing the conductor and brakemen in the rear portion of the train began to realize that the speed was too high; that the engineer had lost control. The engine and cars would leap into the air and they momentarily expected to be killed. They waited for the safety switch, but what was their consternation upon reaching it to hear the engine signal to be permitted to pass. They immediately cut the car loose from the train and soon stopped it by means of the hand brakes, but the engine with the loaded cars went cascading down gaining an increasing momentum at each turn of the wheels. On the right was a wall of solid stone, on the left a precipice. There is a slight curve at tunnel No. 7 and at this point the engine left the track, and "airly" leaped into the face of the rocks at one side. It was overturned and piled up about it were the freight and splinters of twelve cars, a hand occupying a space of two cars. A car containing coal rolled down the precipice at one side and is lying near the bed of the creek right side up. One can remain on the track uninjured.

Uncertain of the wrecks were the bodies of Engineer Moore and Fireman Wilson. Moore received but few injuries from the wreckage, but the escaping steam and hot water scalded him terribly. He was taken from the wreck as quickly as possible and conveyed to Colorado City, where he died from his injuries at 10 o'clock yesterday morning. The body of Fireman Wilson was buried underneath the wreck, and was not found until a late afternoon.

The engine lies partly in the mouth of the tunnel but the wreckage is contained in such a small space that there will not be a great amount of trouble in removing it. The company expects to be operating the road as usual this morning.

The case was reported to Coroner Marlow at noon yesterday, and he went up and began his investigations. The facts as he could get at them are given above. The man at the switch believed the train beyond control as it approached and was surprised when given an order to let it pass. It was related to the coroner, however, that Engineer Moore failed before his death that at the time of passing the switch he never had better control of an engine in his life, but lost it soon after. If he did not have control, it seems strange that he should give the permission for the order of the county su-

order to pass. It was stated by railroad men yesterday that some of the engineers have a practice after the safety switch and that the fire engineer had declared it had ever caused no work take chances on the road rather than on the switch. The only man who knew the true facts are dead. Coroner Marlow, however, believes that he will have no cause to say, but the fire engineer Moore is now at the underwriting rooms of Ladd & Baker in this city.

The new men are residents of Colorado City, entering the country. Engineer Moore leaves a wife, an invalid, a present, and one child. He was about 25 years of age and an experienced man. Wilson was unmarried and an engineer being made to find his friends in the east. Wilson was about 25 years of age. The loss to the company in damage to property is quite heavy. The cost of the engine is about \$4,000, but the cost of the cars cannot be estimated very well. There is hardly a piece of wood work of any sort can be carried in the last. The cars were loaded as follows: Five with iron, seven with ore and one with coal. There will be but little loss in the freight. The company officers feel that the accident was unavoidable, as they can be ferreted out by the county coroner and the company's officers, are as follows:

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Coroner's Statement.

No inquest was held by the coroner in regard to the death of the two men in the accident on the Mile and road early Wednesday morning. Coroner Marlow, however, has made the following statement:

As a matter of information to the public regarding the death of Morris Moore, engineer, and James Wilson, fireman, in the recent accident resulting from a runaway train on the Colorado Mid and railway east of Cascade Canon, I wish to state, that after a thorough examination

of the employees and of the rules

governing the operation of trains on the heavy grade between Cascade and Manitou, I do not find that the railway company or the train crew were to blame for the accident. The railway company have in force specific rules governing the operation of the line between these points. Upon examination of these rules, I find the following precautions have been adopted by the company to prevent accidents of this kind:

First—All trains descending the mountain are required to stop at Cascade for an inspection of the air and hand brakes and running gear of engine and cars. Second—No train is allowed to leave Cascade until the engineer, the conductor and inspector have signed a certificate to the effect that the air and hand brakes are in perfect order, and that the engineer has the necessary air pressure to hold the train down the mountain.

Third—Conductor and brakemen must ride on top of cars from Cascade to Manitou and render assistance with the brakes if necessary. A speed of twelve miles per hour must not be exceeded by freight trains between these points.

Fourth—A safety switch is provided on the steepest grade one mile east of Cascade for the purpose of saving trains should they get beyond the control of the engineer. This switch is kept set for the safety switch, with a switch tender in attendance day and night, and upon a whistle signal from the engineer, indicating that his train is under control, sets it for the main line, and allows the train to pass. If a train is not under control, no whistle signal is given, and it runs upon the safety switch.

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THE WEEKLY GAZETTE.

VOL. XX

COLLECTOR'S EDITION, VOL. 2, SATURDAY, JULY 23, 1861.

NUMBER 8.

McKINLEY'S BILL.

A Series of Impedimenta to Trade With France.

THE PORK BILL DOES NOT PASS.

Opinions from French Chambers of Commerce Concerning an Exhibit at Chicago—Their Opinion Unfavorable—Cork Workers Rioting.

PARIS, July 22.—A correspondent here has been making inquiries of the chambers of commerce in France as to the present feeling concerning the McKinley tariff, and as to whether this feeling will affect the French exhibit at Chicago. The vice-president of the chamber of commerce at Angers said that the chamber over which he presided passed a resolution not long ago declaring that the new tariff "tended to render very difficult, if not impossible, all trade between France and the United States."

The secretary of the chamber of commerce of Rouen said: "For the present, at least, the McKinley bill is an obstacle to the participation of our manufacturers in the Chicago exposition. This fact is brought out by the reply of our minister made when the minister of commerce asked recently for our views in regard to the Chicago exhibition. The text of that reply is as follows: 'On account of the almost prohibitory duties which are laid on our manufacturers at American ports, we cannot take the initiative in promoting an exhibit at Chicago, nor ass our merchants to take part in the fair. But if in a reasonable time a friendly spirit is shown by the American public for our products, this chamber will be ready to second the minister's efforts.' Such is the sentiment in this region and such is its expression.

The president of the chamber of commerce at Roubaix writes: "Our manufacturers and merchants would have liked to have seen developed the commercial relations between the United States and France, but they consider that the McKinley bill has checked it in advance. It cannot be denied that the new tariff has produced most unfortunate impressions throughout our commercial world. It is to be feared, therefore, that the Chicago exhibition will not have the reception here that it would have had if that unfortunate bill had not been passed."

The general secretary of the chamber of commerce at St. Etienne writes: "Our manufacturers and merchants would have liked to have seen developed the commercial relations between the United States and France, but they consider that the McKinley bill has checked it in advance. It cannot be denied that the new tariff has produced most unfortunate impressions throughout our commercial world. It is to be feared, therefore, that the Chicago exhibition will not have the reception here that it would have had if that unfortunate bill had not been passed."

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The Pork Bill Fails.

WASHINGTON, July 22.—Acting-secretary Garrison, of the state department, has received the following cablegram, dated yesterday, from Minister Wm. Brewster Reed at Paris: The bill fixing duty on pork was not read in the senate before its adjournment. It is understood at the department that the bill referred to was attached to the new tariff bill, which was passed by the lower house and sent to the senate for its action. The failure of the pork section before adjournment was caused by the intervention of other measures and did not follow from an argument to the pork section, which it is expected will be considered soon after the assembly re-convenes next autumn.

A Move for Fusion.

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Money Coming West.

WASHINGTON, July 22.—The silver currency to the west to "move the crop" opened up, July 22, the sum of \$338,000 in sum, notes being shipped from the treasury to Cincinnati and Chicago in exchange for deposits at New York. The department has been preparing for this transfer for some time with a view to meeting the demand for small notes for the purpose indicated. According to the present indications the demand will be unusually large this year, one official estimating it at \$3,000,000. The Bureau of engraving and printing has increased its force and is printing the notes as rapidly as possible.

Mining Accident Near Webster.

LEAVENWORTH, July 22.—William Gorman and Alexander Cason were killed at the Cassius mine, ten miles from Webster, Kansas. The men met a horrible death from suffocation. The supposition is that they caught in the shaft from spars which came from the top of the furnace. No one was in the neighborhood of the place. People ten miles away saw the flames and went quickly to the rescue, but before they could get there the men were smothered to death. Gorman was a coal owner in the Bonanza King mine and Cason had a family at Buena Vista where he was buried to-day.

Quakers Settle.

MARCHFIELD, Pa., July 22.—The prisoners in the Damned county jail went on a strike and refused to clean the jail any longer. They were all locked up in solitary confinement and given bread and water for 24 hours. They then surrendered to Major McElroy's case without consulting Judge Martin. He will see Martin at 1 o'clock this afternoon.

To a reporter this morning he said: "The stories about the Honeymoon case have all been one-sided. This is not an alliance. It is a statement that the Alliance was in secret

session dictating to my court is false. The court is a Republican, and all the parties interested in saving his property are Republicans. Honeyman is of unsound mind, and is not competent to manage his affairs. He has a fine farm of 520 acres, and should have had a guardian appointed years ago, although it was not done until last June. This had been done sooner his financial interests would have been in better shape.

He claims that he has acted in accordance with the statutes and that there was not the receiver and was not legally entitled to the position, having admitted on his examination that he was the agent of the Commonwealth Trust company. The farm is now in possession of Honeyman's guardian.

Royal Arch Masons.

MINNEAPOLIS, July 22.—The general grand chapter Royal Arch Masons of the United States of America began its twenty-eighth annual convocation here at half past ten to-day. This is the largest Masonic body in the world, having a membership of 12,000. It is a secret order body in the United States and it will celebrate its centenary in 1897. The address of welcome was delivered by Mayor P. B. Winston and the response by General grand high-priest D. F. Day of Buffalo, N. Y. The report of the general grand chapter showed that in two years the net growth of the order has been 2,000. The total membership is now 14,000. Since 1889 \$56,796 were collected and \$6,639 expended. There are 2000 enrolled chapters. Interesting reference was made to the growth of the order in Asia, Mexico and South America. The grand chapter in California has not been heard from on account of the civil war. The general high-priest in his address said that the grand chapters of Pennsylvania, Virginia and West Virginia, which were still independent, would probably be brought under the general chapter as well as the Canadian grand chapters before the centenary.

Companion Jossey L. Forney, of New Orleans, the deputy general grand high-priest, made the reply to the address of Companion Dobbin. With the close of Companion Forney's address the public programme was ended and the grand council secret session began. The triennial address of M. E. Day, of Buffalo, N. Y., followed, the opening of the doors.

The morning session closed at 2 o'clock and at 3 o'clock the chapter again resumed its discussion. The first business was the report of the general grand secretary and treasurer.

The Ohio Campaign.

PITTSBURGH, Pa., July 22.—Governor Campbell of Ohio, arrived in Pittsburgh this morning to attend the Radical club's meeting at Silver Lake to-day. The governor was met at the depot by a large number of prominent Democrats and escorted to the Seventh Avenue hotel for breakfast. After breakfast a grand reception was entered him at the Radical club and in the afternoon a luncheon was given in his honor at Silver Lake grove. In an interview on the political situation in Ohio Governor Campbell said the Democrats were going to win their fight. He said he expected a sweeping victory of the Radicals and that the state central committee would meet in Columbus to-night and the Radicals would be invited to make six speeches during the campaign. Governor Hill of New York, Jerry Simpson and Senator Poffenbarger of Indiana, will also take the stump for the Democrats. The two latter will be invited by the Farmers Alliance, who the governor says are in hand with the Democrats in Ohio. Governor Campbell returned to Columbus to-night.

Alaskan Exploration.

SEATTLE, Wash., July 22.—A letter written June 9, at Nelsa-La-Beau, in Central Alaska, has been received from Lieut. E. C. Glover, who, with Jack Duron, started from here last April to explore the interior of Alaska with the object of discovering a route by which pack horses might be taken into the interior. The letter says:

"We have been entirely successful in our venture. After writing this from one of the most central points of inner Alaska from a part of the and entirely different from the part now covered, Negro people are supposed to be the only group in these regions. From my present position an immense valley, nearly covered with luxuriant grasses stretches away for miles in every direction. We have had a series of experiences in reaching the present point over steeps and across swift streams. The horses have carried their 250 pounds with ease, proving that transportation by pack horses is practicable. The interior are deep, swift streams and the banks are well stocked with fish, but pasture and wild fruit abound. The winter is severe but not so cruel as generally supposed.

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